

General Information

Location: MAJALENGKA IDN
ICAO/IATA: WICA / KJT
Lat/Long: S06° 38.90', E108° 09.25'
Elevation: 134 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2254 Z
Sunset: 1039 Z

Runway Information

Runway: 14
Length x Width: 9843 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 128 ft
Lighting: Edge, Centerline, REIL
Stopway: 197 ft

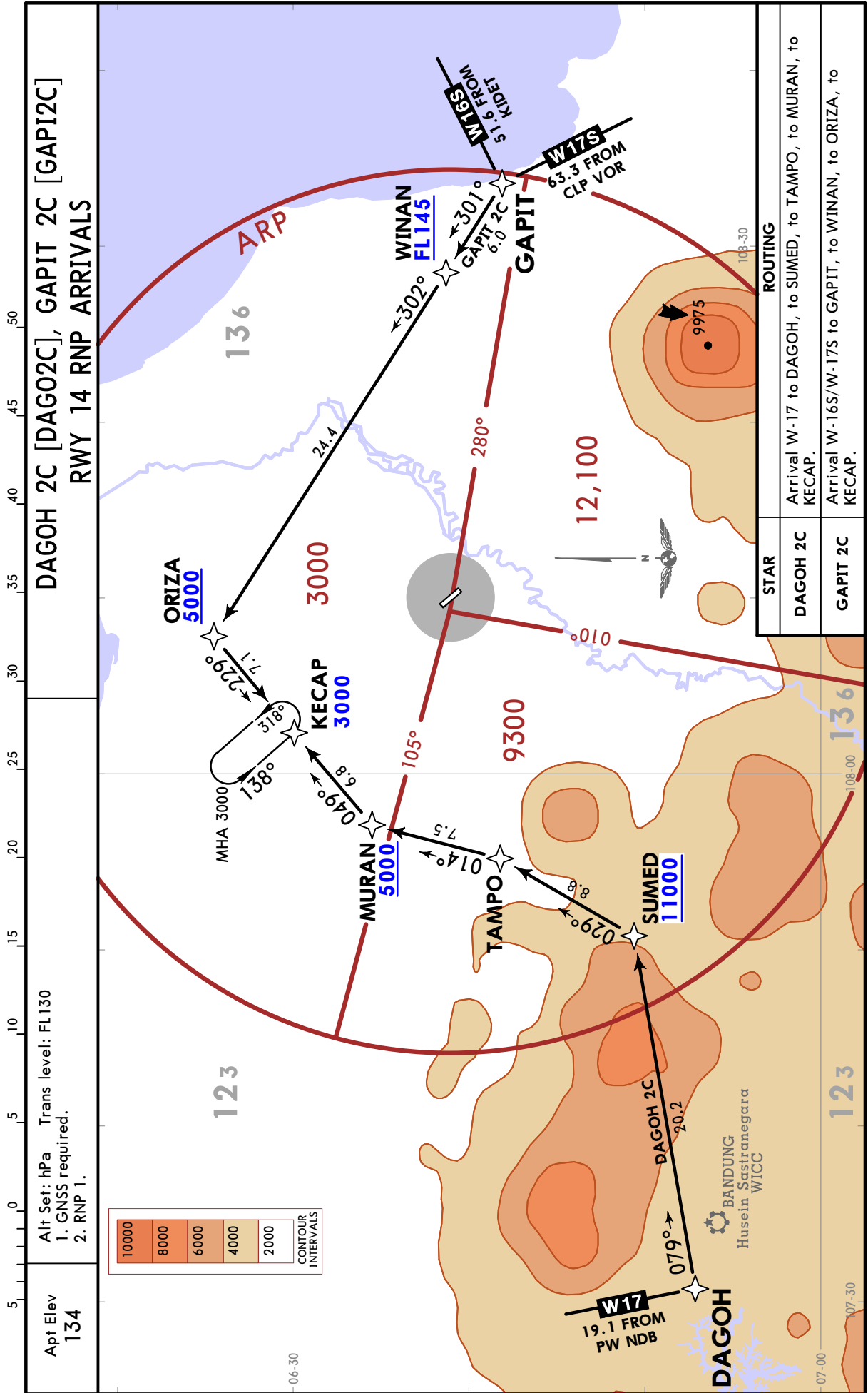
Runway: 32
Length x Width: 9843 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 134 ft
Lighting: Edge, ALS, Centerline

Communication Information

Kertajati Tower: 124.300
Kertajati Tower: 118.250 Secondary

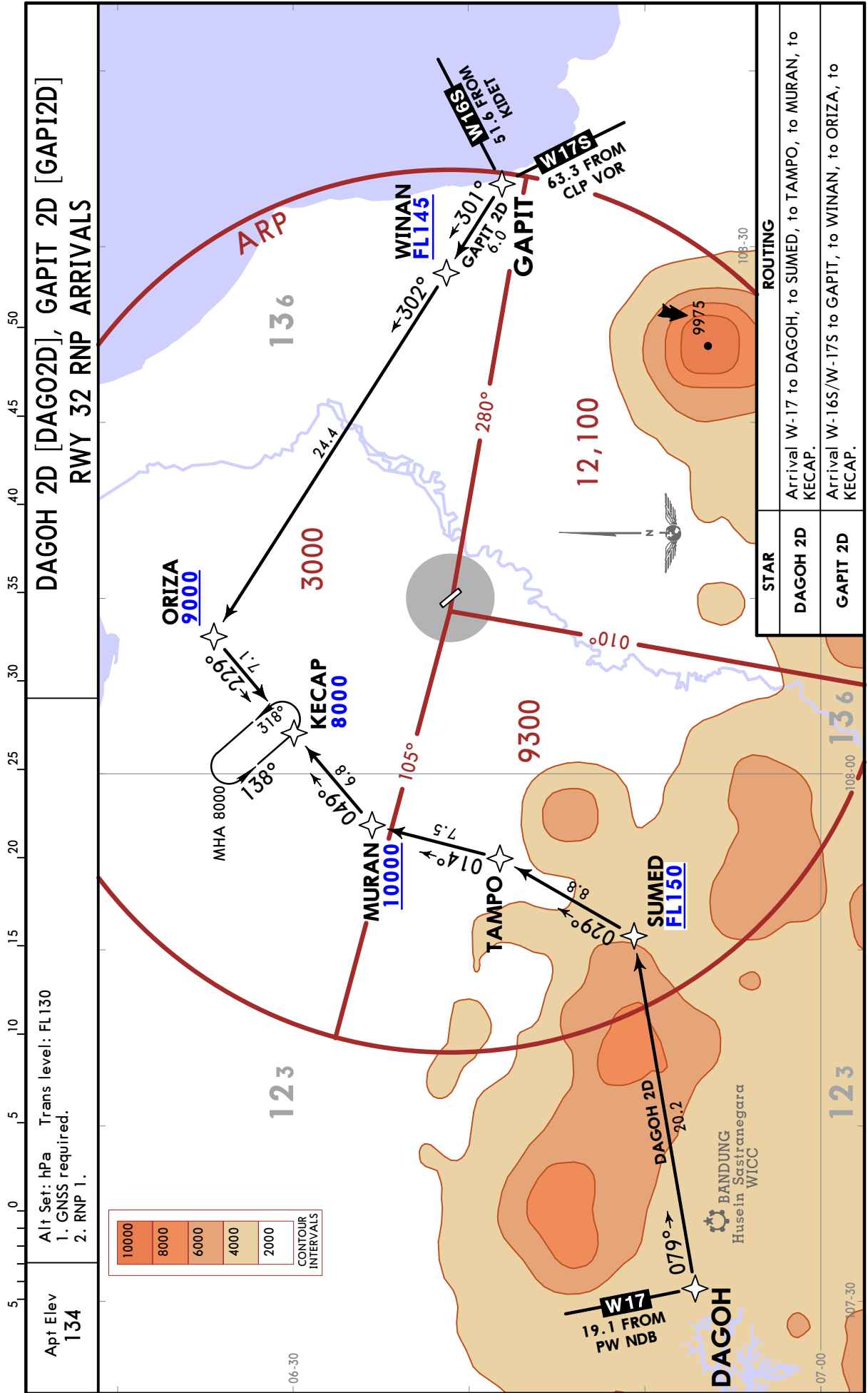
WICA/KJT
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JEPPesen MAJALENGKA, INDONESIA
21 FEB 20 10-2 Eff 27 Feb RNAV STAR



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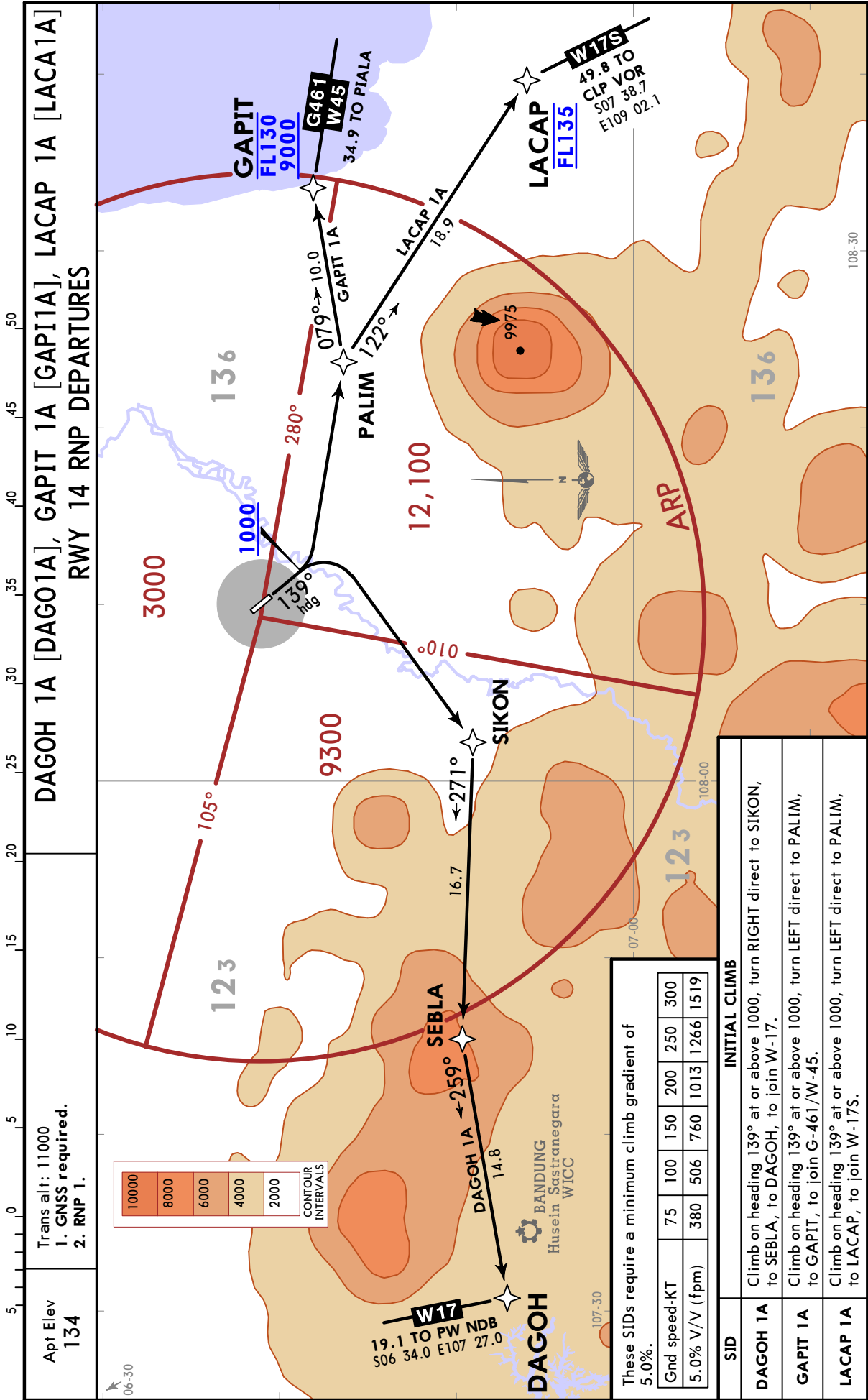


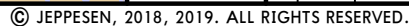
CHANGES: Procedures renumbered, wpt MAHAR replaced with KECAP, holding.

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12 JUL 19 10-3 Eff 18 Jul
RNAV SID





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TAXI

12 JUL 19
Eff 18 Jul 10-6

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Take-off Runway 14

Gate	Route No.	TAXI ROUTING
NPW	NPW	NPW - WC1 - N3 Gate NPW turn RIGHT WC1 join N3
SPW	SPW	SPW - WC1 - N3 Gate SPW turn RIGHT WC1 join N3
Remark: WC2 available for aircraft narrow body		

Take-off Runway 32

Gate	Route No.	TAXI ROUTING
NPW	NPW	NPW - WC1 - NP - N1 Gate NPW turn RIGHT WC1 turn RIGHT NP join N1
SPW	SPW	SPW - WC1 - NP - N1 Gate SPW turn RIGHT WC1 turn RIGHT NP join N1
Remark: WC2 available for aircraft narrow body		

Landing Runway 14

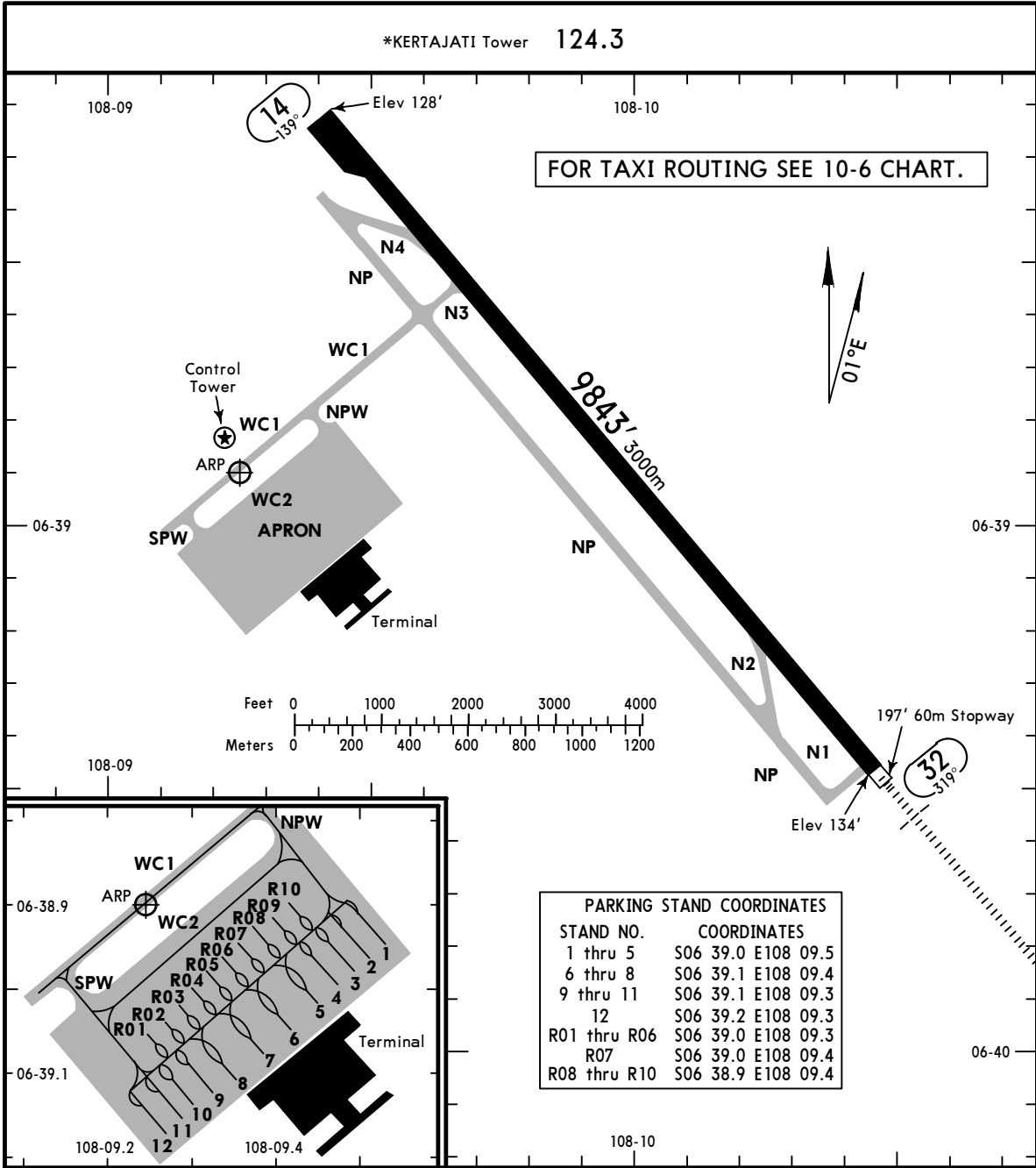
Gate	Route No.	TAXI ROUTING
N1	N1	N1 - NP - WC1 - NPW - APRON Exit N1 turn RIGHT NP turn LEFT WC1 turn LEFT NPW to APRON
		N1 - NP - WC1 - SPW - APRON Exit N1 turn RIGHT NP turn LEFT WC1 turn LEFT SPW to APRON
N2	N2	N2 - NP - WC1 - NPW - APRON Exit N2 turn RIGHT NP turn LEFT WC1 turn LEFT NPW to APRON
		N2 - NP - WC1 - SPW - APRON Exit N2 turn RIGHT NP turn LEFT WC1 turn LEFT SPW to APRON
Remark: WC2 available for aircraft narrow body		

Landing Runway 32

Gate	Route No.	TAXI ROUTING
N4	N4	N4 - NP - WC1 - NPW - APRON Exit N4 turn LEFT NP turn RIGHT WC1 turn LEFT NPW to APRON
		N4 - NP - WC1 - SPW - APRON Exit N4 turn LEFT NP turn RIGHT WC1 turn LEFT SPW to APRON
N3	N3	N3 - WC1 - NPW - APRON Exit N3 straight to WC1 turn LEFT NPW to APRON
		N3 - WC1 - SPW - APRON Exit N3 straight to WC1 turn LEFT SPW to APRON
Remark: WC2 available for aircraft narrow body		

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Apt Elev 134'
S06 38.9 E108 09.3

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ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					LANDING BEYOND			
					Threshold	Glide Slope		
14	①	HIRL	CL(30m)	REIL	PAPI-L(angle 3.0°)	8862'	2701m	
32	①	HIRL	CL(30m)	HIALS	PAPI-L(angle 3.0°)			
① 40-60m								
TAKE-OFF								
AIR CARRIER (JAA)								
LVP must be in force All Rwys					All Rwys			
RL & CL			RCLM (Day only) or RL		RCLM (Day only) or RL			
A						400m		
B	200m			250m				
C								
D	250m			300m				

CHANGES: Rwy 14 glide slope added.

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21 FEB 20

10-9A

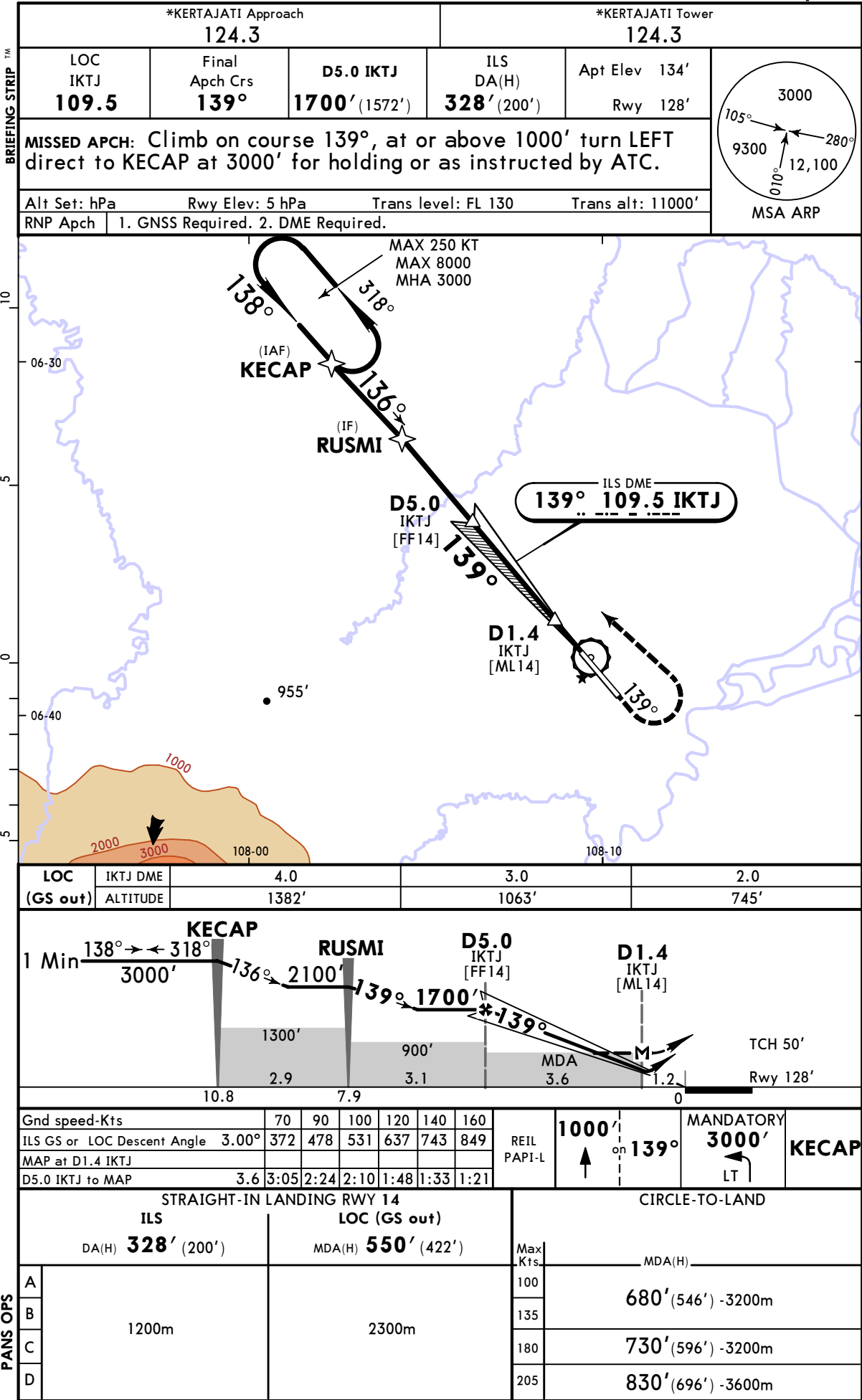
Eff 27 Feb

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AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY
01, 02	1) The aircraft (in idle thrust) shall be pushed back facing NORTH until its nose wheel is at the aircraft stand taxi lane 2) The aircraft may break away from here	Push back approved to face November Papa Whiskey
03, 04	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing NORTH until its nose wheel is at the aircraft stand taxi lane 2) The aircraft may break away from here	Push back approved to face November Papa Whiskey
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing SOUTH until its nose wheel is at the aircraft stand taxi lane 2) The aircraft may break away from here	Push back approved to face Sierra Papa Whiskey
05, 06 07, 08	Alternative 1 1) The aircraft shall be pushed back facing NORTH until its nose wheel is at the aircraft stand taxi lane, start engine after pushback complete (for wide body) 2) The aircraft may break away from here	Push back approved to face November Papa Whiskey
	Alternative 2 1) The aircraft shall be pushed back facing SOUTH until its nose wheel is at the aircraft stand taxi lane, start engine after push back complete (for wide body) 2) The aircraft may break away from here	Push back approved to face Sierra Papa Whiskey
09, 10	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing NORTH until its nose wheel is at the aircraft stand taxi lane 2) The aircraft may break away from here	Push back approved to face November Papa Whiskey
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing SOUTH until its nose wheel is at the aircraft stand taxi lane 2) The aircraft may break away from here	Push back approved to face Sierra Papa Whiskey
11, 12	1) The aircraft (in idle thrust) shall be pushed back facing SOUTH until its nose wheel is at the aircraft stand taxi lane 2) The aircraft may break away from here	Push back approved to face Sierra Papa Whiskey
R01, R02	1) The aircraft (in idle thrust) shall be pushed back facing NORTH until its nose wheel is at the aircraft stand taxi lane 2) The aircraft may break away from here	Push back approved to face Sierra Papa Whiskey
R03, R04, R05, R06, R07, R08	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing NORTH until its nose wheel is at the aircraft stand taxi lane 2) The aircraft may break away from here	Push back approved to face November Papa Whiskey
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing SOUTH until its nose wheel is at the aircraft stand taxi lane 2) The aircraft may break away from here	Push back approved to face Sierra Papa Whiskey
R09, R10	1) The aircraft (in idle thrust) shall be pushed back facing NORTH until its nose wheel is at the aircraft stand taxi lane 2) The aircraft may break away from here	Push back approved to face November Papa Whiskey

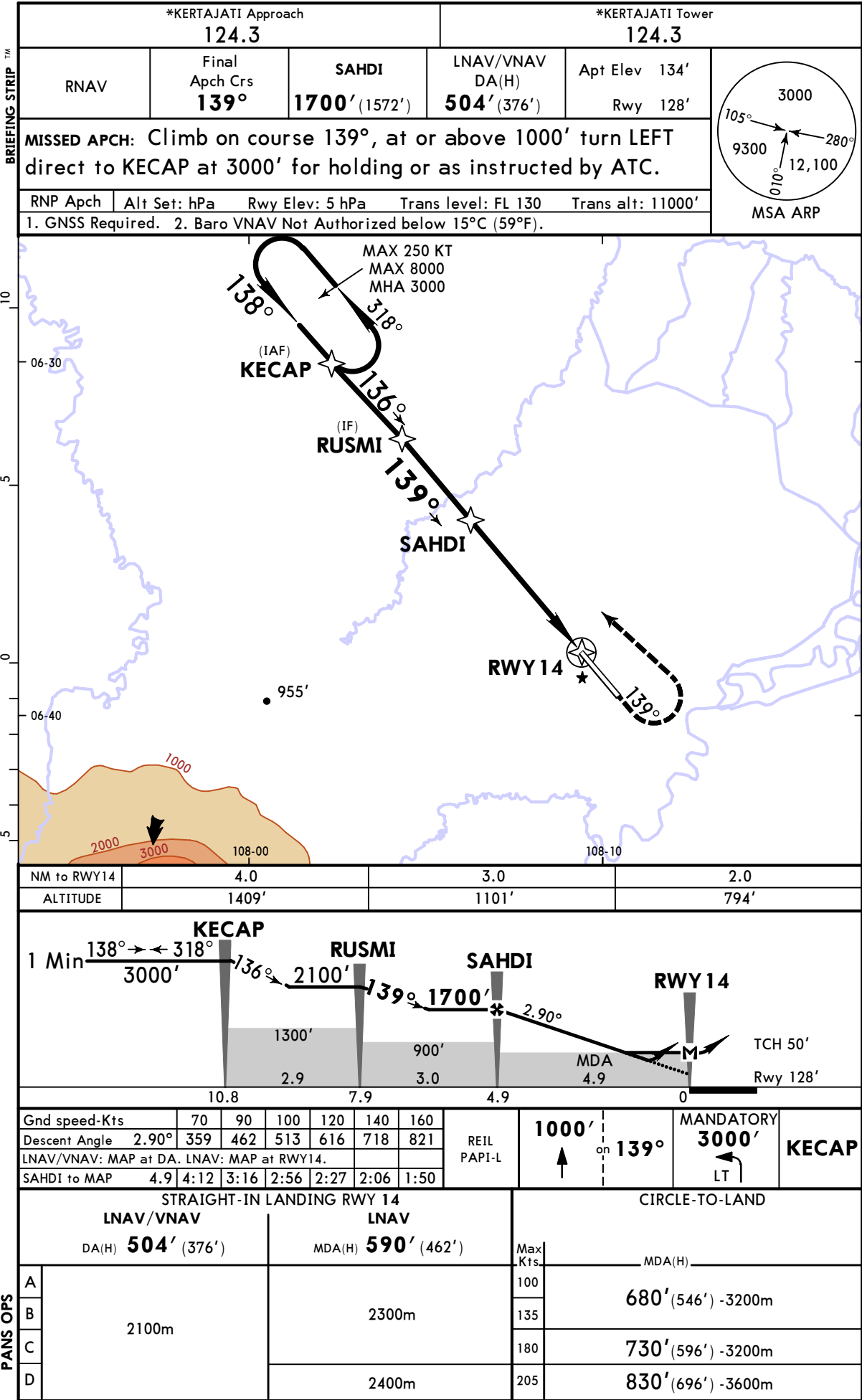
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JEPPESEN MAJALENGKA, INDONESIA
21 FEB 20 11-1 Eff 27 Feb ILS or LOC Rwy 14



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JEPPESEN MAJALENGKA, INDONESIA
21 FEB 20 (12-1) Eff 27 Feb
RNP RWY 14



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JEPPESEN
21 FEB 20 12-2 Eff 27 Feb

MAJALENGKA, INDONESIA
RNP RWY 32

